SOUTH AUSTRALIAN SOCIETY of MODEL and EXPERIMENTAL ENGINEERS INC.

"SASMEE PARK", SASMEE LANE, off MILLSWOOD CRESCENT, MILLSWOOD, SA. https://sasmee.org.au
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A picnic in the Park. On the cover of this Bulletin is a photo of a family having a picnic, the boat pond in the background and a train in the distance. With the afternoon sun streaming through, it doesn't get better than that!

Contents

EDITORIAL 3

PRESIDENT'S REPORT. 4

IN THE LIBRARY 5

IN THE WORKSHOP 6

- A Handy Clamping Device 6
- One is to One scale 7
- To Build an Aeroplane 7

TECHNICAL MATTERS 13

CLUB ACTIVITIES 13

- Behind the Scenes 13
- SASMEE Paving Project 2023 14
- Boaties Regatta 14
- Interclub Run 19
- Show and Tell 22
- AALS Convention 26
- A Brace of Locomotives 28
- Buy and Sell 29
- Up and Running 30
- Meetings 34

SASMEE PROJECTS 34

SASMEE BUSINESS 36

- The Missing Presidents of SASMEE! 36

Old Sins Cast Long Shadows! 37
Life Member Mary Homann....38
New Members....39
Document Register 41
Food Safety Course 42
REMINDERS!! 42
Working with Children 42
Sign In Requirements 43
ELECTED MEMBERS 2023/2024 43
2023 Committee Election Form 43

EDITORIAL

Communication

One of the great things about SASMEE is the park. It is one of the few "urban forests" in Unley.

Because of its history and the interests of SASMEE members, there is a great interest in model engineering and the camaraderie of belonging to a volunteer organisation.

To the average public guest, it is a place to have a picnic, child's party, ride trains and look at boats. A day out in the park.

Is there any more that we, as the custodians of the park, can do to make it more interactive for guests? Train rides, after all, are available at a number of clubs around Adelaide.

Such activities shouldn't increase the workload on members so would need to be low tech and low maintenance. But fun to do.

Please bring forward any ideas.

PRESIDENT'S REPORT. Ian Thomas

Greetings Everyone,

We had a successful interclub run and many visitors from other clubs turned up including one from W.A. Jane Stinson and the Deputy Mayor from the Unley council were present.

A big thanks to all those that helped out on the day.

Our running days have been slightly in attendance by public, due to weather and events elsewhere.

Our building is progressing with a lot of preparatory work being done and retaining walls being built.

Thanks to the building committee and helpers for steering this project.

U33 (600) is being rebuilt and the bogies have been refurbished at Dinki Di Engineering and are now back like new in silver paint. It is now at the assembly stage.

The Hunslet is getting some more TLC and new springs are being made.

Thanks to Mary and Bryan with the running of the canteen with lots of chips being sold as they are more available.

Our Constitution and rules have been updated and passed Many thanks to all involved.

Rowan and Cameron are continuing to work on the 7 ¼ track

John Mere and helpers are addressing some maintenance on the 5-inch track.

Finally, a Big thank you to Max Shuard our hard-working secretary for a mighty job all the paperwork for the building project and other issues.

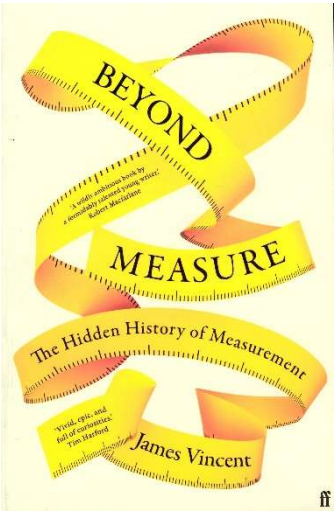
Best regards Ian Thomas. President 2022/2023

IN THE LIBRARY

Max Shuard

The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

Book of the Month



Beyond Measure. The Hidden History of Measurement. James Vincent.

Today we measure rainfall and radiation, distances in space and the size of atoms, calories, steps, happiness and pain. But it wasn't always thus. Once a day was the measure of time, the seasons being measured by days and the phases of the moon. The size of a field was based on the amount of land that could be ploughed in a day. Distances at sea were measured by the amount of food and water were needed to undertake and complete the voyage.

So how and when did measurement morph from these tangible aspects of daily life to the abstract concepts that now rule nearly every aspect of modern life?

The once innocent urge for quantification has taken many side roads and deviations to reach the current status where it in many ways defines who we are.

If you have read Precision, recommended in the February Bulletin, this book further explores where we are and how we arrived at this point in our sophisticated societies. There have been many benefits, but perhaps something has been lost on the way.

A very interesting and thought provoking read. Highly recommended.

IN THE WORKSHOP

Tool Feature

Over the last couple of years, a number of interesting tools have been featured. Tools, sometimes for a single job, or sometimes for a particular function. Most, but not all, are home made. So, if you have anything you have made or acquired to solve a particular problem, could you let me know and it will be featured for all members to see? Ed.

A Handy Clamping Device. Malcolm Ambler

While drilling thin sheet metal I found it difficult to hold without it being caught in the drill and either spinning wildly or wrapping around the drill.

This device is based on the same principle as the tool maker's clamp. A threaded bolt welded to the base plate provides the main clamping force. The pressure is adjusted by turning the threaded bolt at the rear. The weight of the whole device makes it quite easy to keep in place while drilling.

Malcolm is currently having some health issues. We wish him well and a speedy recovery. Ed.

One is to One scale
To Build an Aeroplane

Max Shuard

Many years ago, while living in country SA, I took up gliding and became friends with a like-minded chap. After a couple of years, we went our separate ways and met again many years later at a mutual friend's place, for dinner. We got to talking when he showed me a drawing of the prettiest aeroplane I had ever seen. It was love at first sight. It was an Australian designed, single seat monoplane – a Corby Starlet.

Corby Starlet

When I asked him about it and he said he had built it. Built it! I didn't know you could do such a thing. After that, I was (I am told), a total bore for the rest of the evening as I did nothing but ply him with questions about the 'plane.

Role on a couple of years and I joined the Sport Aircraft Club and bought an aircraft kit from Canada. In those days kits varied from almost complete premade parts (a homebuilt has to be at least 51% amateur built), to a spruce log, bag of flax to make linen and a dead horse to make glue. The kit I bought was about halfway along the spectrum. A container of aluminium sheets, some welded parts, Perspex canopy and a handwritten set of instructions and drawings. And about 10,000 rivets, all of which are installed one at a time.

The aircraft I chose was a two-seater all metal low wing monoplane, a Zenair Zodiac, to be powered by a Rotax 80hp four stroke engine.

Zenair Zodiac CH601HD

Before you start building, the premises in which the construction is intended is inspected. Believe it or not, the shed in the back garden is actually a Licenced Aircraft Manufacturing Facility. The inspection costs money – of course.

Building a metal aeroplane is not that difficult. It consists of – mark drill deburr rivet, mark drill deburr rivet, mark drill deburr rivet, mark drill deburr rivet,…….∞. The only break to this cycle was the occasional "throw-out" when things didn't go right.

Mark, drill, deburr, rivet!

After making a couple of silly mistakes, developed the following system. Mark out, do something completely different, mark out again, do something completely different, mark out a third time. If, by some

strange coincidence, all three markings turned out the same, then cut or drill. What this meant in practice was building three different components in parallel. Very important they were different, so that referral to the drawings and checking dimensions were done and not assumed from memory. When building an aeroplane, there is no repair. It is either right or throw out.

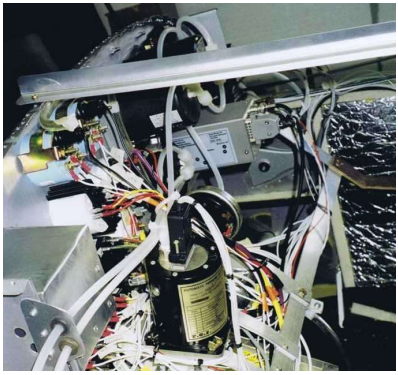
The building is actually making a series of subassemblies – wings, tail plane, rudder and fuselage and then putting them together. Measuring them up in the assembled condition and hoping the geometry is within specification. Once the airframe is complete the project is about half way. Then comes the engine, avionics and wiring.

First assembly to check the geometry.

With the engine, the trick is getting everything to fit. There is quite a bit to go into a confined space, so clearances are critical.

The Engine bay – pre-wiring.

John, a member of the Sport Aircraft Club, drew up a wiring schematic and gave me a tutorial on wiring.
When he inspected the finished product, he said it was the nicest bowl of spaghetti he had ever seen. Not sure if that was good or bad!



The bowl of spaghetti

There is a suite of basic instruments that every aircraft must have. Beyond that, it is personal choice to make it a complicated or as simple as you like. Bearing in mind of course, that the more tare weight, the less fuel and baggage the 'plane can carry. The newfangled GPS were just coming onto the market, and I couldn't resist.

Instrument Panel

One thing to be borne in mind is that while flying, you will be sitting for a long time. The aircraft had an endurance of nearly six hours, so if would be important to be comfortable.

The answer was to sit in the cockpit and read a novel for several hours – making adjustments to the seating where necessary.

The advertised build time from the manufacturer was 400 hours. After about 2,000 hours, the aircraft was ready for its pre-flight inspection. The requirement here is that two Licenced Aircraft Mechanical Engineers, who had not been involved with the build, conduct the inspection.

SASMEE member Peter Denholm was a qualified LAME at the time so he and another LAME checked the weight and balance, construction records and photographs and thoroughly inspected the aircraft. And gave me a long list of things to fix! The second time around, things went

much better and the aircraft was signed of as suitable to fly. Once passed this step a Permit to Fly was issued. (Step one!)

There is a strict regime of requirements for test flying and I didn't feel confident to do the first flight, so I asked another member of the Sport Aircraft Club.

The pilot on the first flight was Steve, who was at the time a RAAF test pilot. I had only known Steve socially and he had always struck me as an easy going, relaxed character. On the day of the test flight, he turned professional. Quizzed me in detail about the construction, expected engine performance and engine history, calibration and certification of the instruments and many other aspects of the aircraft. He examined the aircraft in fine detail, having me remove all inspection hatches. Nothing was left to chance. I was impressed.

We then lined up, powered up and took off. I don't really remember much of that flight. I was scribe, noting down Steve's comments as he tested the 'plane through its flight envelope.

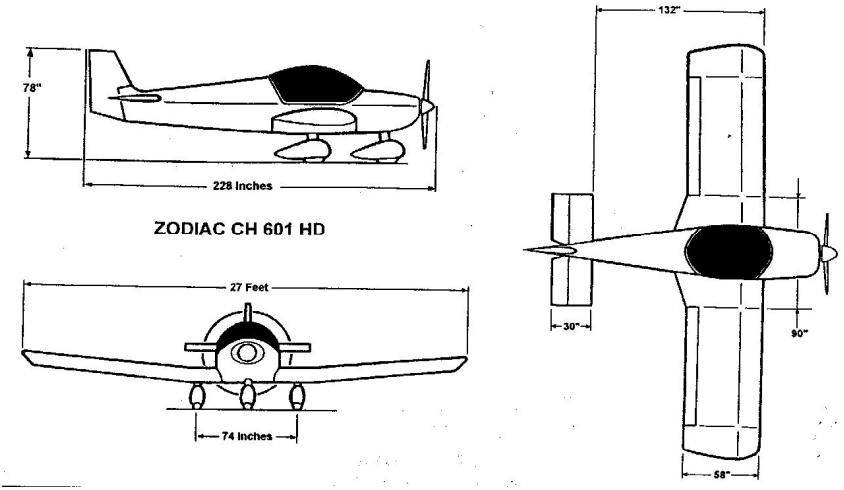
After the flight he gave a full debrief and went through a number of aspects of the flight envelope. Thoroughly professional. Then, with his familiar grin, held out his hand and said "Congratulations, she's a beauty". (Step two)

After the first flight, there follows about twenty hours of flight testing to fully investigate the flight envelope. Then to write the Pilot's Operating Handbook. (Step three)

Once you as the builder are absolutely sure you have crossed all the Ts and dotted all (and I mean all) the Is, then with some trepidation, you ask for a final inspection. I actually cheated a bit and asked a couple of club members to do a mock inspection. It is surprising what fresh eyes find. Finally, the big day came. Everything was checked, right down to the wording on the labels on the instruments. All inspection covers removed, engine, avionics, hydraulics, you name it, gets tested. (Step four).
Then you wait. The inspectors leave to consider their findings. I suppose this is so they don't feel pressured, but the waiting is excruciating.

Then the 'phone call. A few minor things to follow up (there always are) and the Certificate of Airworthiness is in the mail! The Certificate of Airworthiness! The Holy Grail. You don't actually have an aeroplane until that document is in you possession. (Step five)

Through this article I have said that I built the aircraft. That isn't really true. Without the encouragement, help, guidance, knowledge and skills of other members of the Sport Aircraft Club, the project probably wouldn't have got off the ground - literally. A bit like SASMEE, really.



ENGINE

Rotax UL 912: Normaly-Asperated Gear Reduction, air and liquid cooled, four-cylinder horizontally opposed twin carburettor.
Maximum Power (5 minutes - take-off) 80 BHP at 5800 rpm.
Maximum Continuous Power: 5500 rpm.

AIR SPEED LIMITATIONS

	SPEED	Knots	REMARKS
VNE	Never exceed	124	Never exceed this speed
VNO	Max Structural speed	109	Max speed in smooth air
VA	Manoeuvring speed	86	Do not make abrupt control movements above this speed
Vst	Stall Maximum Weight	38	
Normal cruise		90	

TECHNICAL MATTERS

A dearth of information for this Bulletin– articles please!

CLUB ACTIVITIES

Behind the Scenes

While model trains and boats are the most obvious aspects of SASMEE, there are many activities that are essential to running the Society but are not in the eye of the public or many of the members.

Website.

The website is being continually updated. A structure for storing SASMEE documentation has been decided and documents will progressively uploaded to the website. Details of this structure are shown on page 41 below.

Constitution

The Constitution was voted in last August. Work on updating the Regulations is complete and was voted into implementation at the General Meeting 9th May. The Office of Business and Consumer Affairs has approved the change. Work is well underway on the many

subordinate documents and these are progressively being posted on the Web. This is a massive task and any help will be appreciated.

SASMEE Paving Project 2023 — Bryan Homann

There was quite an article on this project in the last Bulletin. Since then, we have obtained one quote - $10, 000. Needless to say, this is on hold until more quotes or alternatives are available.

Boaties Regatta — John Foster

The morning promised rain but except for a few drizzles we had a good day. Everyone brought some lunch and the fourteen people attending enjoyed the day despite some Putt-Putt problems.

Putt-Putt

Jeff During brought his ever-reliable boat number three.
John Harris brought his boat but had problems. Interesting design with an aluminium boiler and 6 pipes.
Michael Foster brought this new boat, finished the night before. Ran reliably but needs developing to be competitive.
John Foster brought two boats; his number three converted to burn Metho. Proved to be fast for about 3-4 metres, then died for a few seconds, only to discharge a great gush of steam before proceeding another few yards. His other boat was his original still running on hexamine blocks which proved reliable but not very fast.
Jeff challenged the other putters to a round-the-pond race. John was the only taker with his first boat. Jeff proposed a 1-minute handicap for his boat. John started well and was 30% around before Jeff got his boat going and started to catch up. By the 3rd buoy John then still had a reasonable lead until he hit the buoy. By the time he was untangled, Jeff had caught up and it was a match drag to the finish which Jeff won.

Other Regatta Boats

Bryan Homann had his very nice vintage tug. Electric power and in need of a new control system. Considerable discussion on the possible installation.

John Harris had his white Speedalong speedboat.

Max Shuard had two beautiful Chinese junks on display. Sadly, lack of wind meant they spent most of the day on shore.

John Clayfield had his SASMEE fast-ferry operating at speed most of the day and his Tubby Tugger paddlewheel boat going as well.

Allan Wallace brought along Blanche, a scale model of his grandfather's Murray paddle steamer. It steamed (live steam engine) reliably all day. Allan also displayed a model steam-powered mill engine which also ran very smoothly.

These are just a few of the many boats present.

Some of the boats present

A couple of the Putt Putt challengers.

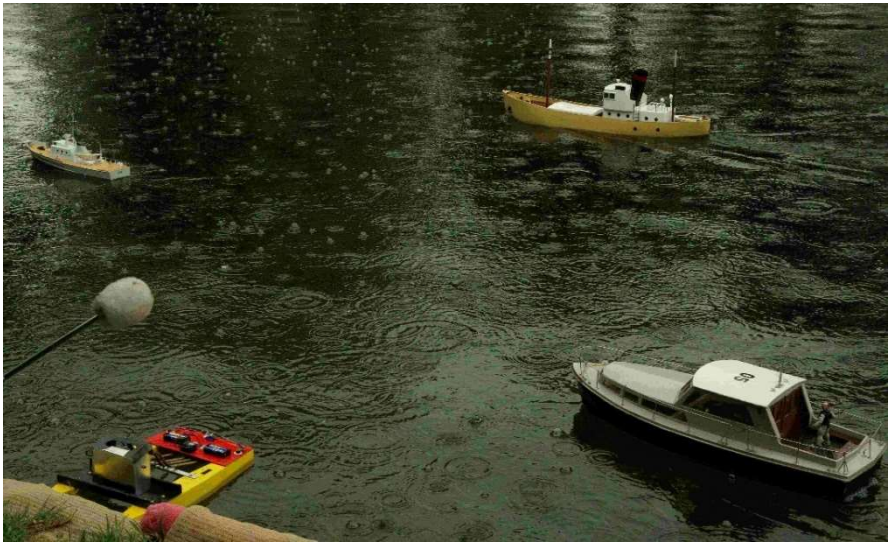
The sailing fleet.

Getting down to business – setting up for the Putt-Putt Challenge

The old and the new(ish)

Not everything was sedate

Patrol boat with shell bursting all around (actually, it was raining!)



Part of the fleet

And, on the April Public Run Day, we had a special guest appearance from the Easter Bunnyette!

Interclub Run

The Interclub Invitation Run was held on Saturday 29th April. Quite a few members from other clubs attended, but no locomotives or rollingstock. The club also had the local MP, Jayne Stinson and the Unley Deputy Mayor, Monica Broniecki attend.

110% Concentration as Xavier drives the club locomotive Apprentice.

Member for Badcoe, Jayne Stinson takes a ride of Jack Soames' Foden steam truck with Trevor Morcom and John Bellew.

Deputy Mayor of Unley Monica Broniecki, Max Shuard, Henry O'Neill and Sam Miller enjoying a ride.

Just when you thought it was safe to go outside, ~~Jack Brabham~~ Graham Gaetjens in charge of Ian Thomas' Rail trolley!

Head butcher Michael Moyse preparing the sausages and patties.

A big thank you to Mary, Bryan and all the helpers in the kitchen. And to Greg Weaver and John Bellew for cooking the BBQ.

Kitchen hand Rachel Brougham was in tears – cutting up onions!

Show and Tell

Because of the log jam of activities late last year, it was decided to hold this year's Show and Tell in April, only six months after the previous event. Understandably, the number of items on display was down. That did not detract from the quality of exhibits.

John Monteodorisio's EL Class locomotive. 5" gauge. To be completed in Rail First livery.

Jeff During's Harbour Patrol Boat

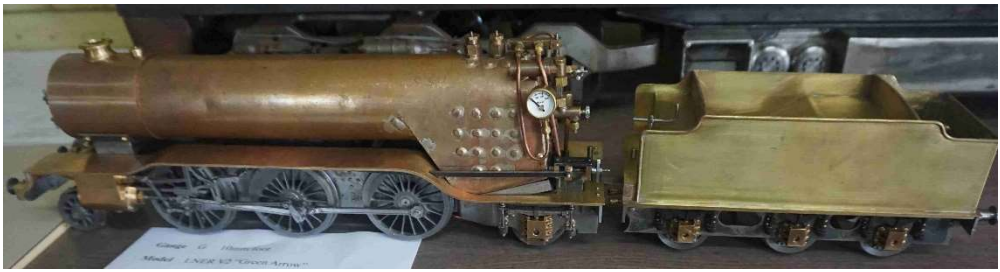
Jack Soames' half size "C" Class Foden steam lorry. See the February 2023 Bulletin for details of this model.

Bill Coles' 2 cylinder 30 cc internal combustion engine Wallaby.

The engine block has been machined from solid billets.

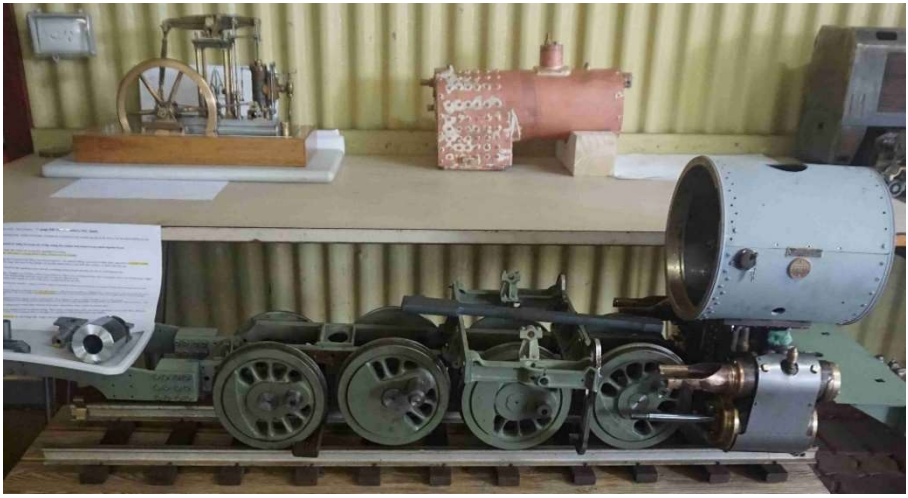
Enzo Greco's very detailed US Army Jeep.

John Lyas' tender for a South African locomotive



Michael Hattersley's finely detailed LNER Green Arrow in Gauge 1

Bob Smith's "Woolston Grange" 5" gauge 4-6-0



Bryan Homann's 5" gauge BHP Baldwin 2-8-2. In the background – Graham Gaetjen's Horizontal beam engine "Mary" and Max Shuard's boiler for modified "Tich" 0-4-2

A close up of Graham's beam engine.

AALS Convention

Allan Wallace

The AALS Annual Convention is held each year at Easter, through a host Society. The convention is held in a different State each year and attracts large numbers of enthusiasts and locomotives from all over

Australia and overseas. At the convention, various meetings are held and awards are presented.

The Convention started in 1956 and it was hosted by SASMEE seven times between 1959 and 1977, obviously before the size of the event outgrew us! This year the host club was the Tullamarine Live Steam Society with a track at Bulla Hill, near Melbourne airport. The railway has a 5" and 7 ¼" dual gauge, 5" and 3 ½" dual gauge and 5" and 3-1/2" raised track dual gauge. The grounds are beautifully situated with views across Deep Creek to the west. It is a public park featuring sculptures of dinosaurs, one of which straddles the track. Aptly, it is named "The Dinosaur Line".

SASMEE was well represented in the attendance, with Rohan (Sooty), Cameron (44), Dylan (Conway), Monte, Yours Truly (Highlander, Doris) and the real star of the show, Jack Soames with his new Foden.

The Foden was almost continuously in steam and running around the grounds to the delight of the attendees. Despite the cold, chilly weather, the ground level tracks were kept busy. The layout is remarkable for being sited on the side of a hill but with well-designed cuttings and embankments the radius and gradients are quite manageable. The raised level track was brand new and Doris had the privilege of being the first 3.5"g steamer to run on it.

Dylan with Doris on the raised track. The turntable forms part of the main line.

The SASMEE award for the best non-steam prototype was made to a beautiful VR postal railcar.

Perhaps the best part of the convention is the opportunity to renew acquaintances, share stories, swap ideas and compare experiences related to the hobby. Thank you to all who helped host, organise and run the event.

A Brace of Locomotives

Bryan Homann

At one of the recent run days, both Simon Lindsay and myself brought our Great Northern Railway's Class O1 2-8-0 locomotives. The prototypes were a Gresley design and built in 1913. Details can be found at https://www.lner.info/locos/O/o1o3.php .

Mine was built by Frank Lee, Simon's by Bert Francis. A pair of very busy and competent loco builders.

The locos have consecutive boiler numbers in our system with final hydro tests in 1978 and 1977 respectively.

Simon and Bryan with the locomotives.

Buy and Sell

This has now been shifted to the SASMEE Website. Under the ABOUT SASMEE Tab. No password required.

If you have anything in the workshop and model engineering area that you would like to buy or sell, please let me know.

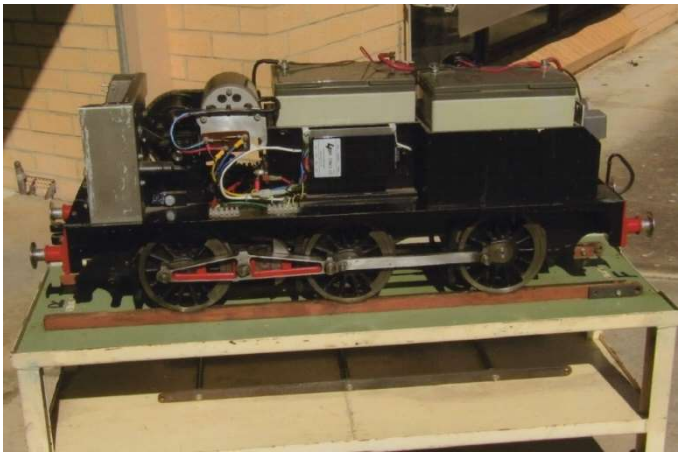
Keep monitoring this site. There is a lot of good stuff.

7 ¼ Inch Battery electric locomotive and 4-wheel Driver's Truck

Based on the LMS experiment in Diesel shunting in 1932.

24 volts supplied by 75 A/H deep cycle batteries through a 4QD controller to a 500-watt brushless motor.

Ball race bearings on axles and drive shafts. Case hardened crank pins, meehanite bushes.



Driver's truck rolls on ball races and is panelled in English oak with its own brake system.

The locomotive has an emergency brake, lever operated and a park brake using the wheel brake shoes.

Comes complete with trolleys for both the locomotive and driver's truck.

C'Tec battery charger included.

Asking price $8,000 ono.

Ring Jeff Schaefer on 08 8298 6927

Avid readers of the SASMEE Bulletin will no doubt remember this locomotive was featured in an article in the August 2020 edition. Ed.

Up and Running

Since the last Bulletin, Public Run Days were held on the 5th March, 18th March, 2nd April and 15th April, the 7th and 20th May. There was the Boaties Regatta on Sunday 26th March and the Interclub invitation Run on Saturday 29th April.

Here are some selected details.

The Run Day on the 18th March had the following activities:

5", 7 ¼"

- 351 Matthew Longman/David Bryker

On the 3 ½", 5" track were:

- Heisler Alan Thomas
- Black 5 Allan Wallace
- Pugsley John Bellew
- Apprentice Philip Mere

On the pond were:

- Pride of Firth, Albatross (Club boat) Bob Smith
- No. 5 John Foster
- Patrol boat P1011 Jeff During
- Foxy Lady, Air Sea Rescue Michael Offler
- Tubby Tugger John Clayfield
- Air Boat, Speedalong John Harris

On the Garden Railway

- Thomas, Edgrid Max Shuard

On the stations were Enzo Greco, John Brougham and Xavier O'Loughlin.

Bernie Dickinson and Michael Moyse attended the Steam House.

In the Canteen were Mary Homann, Graham Gaetjens and Bryan Homann.

On the gate were David Hawkins and Greg Weaver.

John Bellew was the Safety Officer.

The Run Day on 2nd April had the following contributions:

5" 7 ¼"

- 8005 Cameron Dicker, Guard Matthew Longman
- IRMA 4 Philip Gibbons (guest from NDMES)
- LMS 1931 Rohan Garrard

On the 3 ½" 5" track were:

- NSU 57 Kingsley Martin
- 509 John Mere
- 523 John Lyas
- Pugsley John Bellew
- Black 5 Allan Wallace
- 810 Bob Smith

Some of the boats on the pond were:

- Fire Boat Mike Turner
- Speedalong John Harris
- P1011, Tug Boat Jeff During
- Pusher Tug, Barge Michael Offler
- Cranbourne Bob Smith
- HMS Grenadier Alan Saunders
- Cabin Cruiser Malcolm Ambler
- Tubby Tugger, North Sea Work Boat John Clayfield

On the Garden Railway

- Thomas, William Max Shuard

In the Boiler House were Bernie Dickinson and Michael Moyse.

On the stations were John Brougham, Michael Taliangis, Xavier O'Loughlin and Sam Miller.

In the Canteen were Mary Homann, Di Watkin Bryan Homann.

On the gate were Trevor Morcom and Greg Weaver.

Safety Officer was John Bellew.

Special Guest Appearance: Easter Bunnyette – Rachel Brougham.

The Run Day on the 7th May had the following activities:
Note: My records for this day are a bit scratchy! Apologies for any errors and omissions. Ed.

5" 7 ¼"

- Sooty — Rohan Garrard.
- 351 — Michael Taliangis

On the 3 ½" 5" track were:

- NSU 57 — Kingsley Martin
- Katie — Philip Mere
- Heisler — Alan Thomas
- Pennsylvania — John Mere
- Apprentice — Ainsley Cuthbertson

On the pond were:

- Fire Boat — Mike Turner
- P 1011 — Jeff During
- Skylight — Michael Offler
- Fast Ferry — John Clayfield
- Flybridge Cruiser — John Clayfield

On the Garden Railway

- Thomas, Ruby — Max Shuard

On the stations were Enzo Greco, Toni Offler, John Brougham and John Mere.

Michael Moyse and Bernie Dickinson attended the Steam House.

In the Canteen were Mary Homann, Di Watkin and Bryan Homann.

On the gate were Trevor Morcom and David Hawkins.

Michael Longman was the Safety Officer.

Meetings

All meetings were held in the club rooms on the second Tuesday of the month.

There was no talk after the March General Meeting.

After the April General Meeting, there was a presentation and movie on the river boats on the Murray River.

Efforts are being made to provide interesting and topical talks after each General Meeting. If you have any ideas, requests (or better still!) offers, please let me know. Ed.

SASMEE PROJECTS

Signalling Works.

Work is continuing on the signal masts and footings. The main work is now setting up the control panel in fort Knox. This has been complicated by the construction of the new workshop. Some temporary works will be required during the construction period.

Workshop

The funds were granted on 8th September 2022.

Landlord Approval from the Unley Council was received on 7th October 2022.

Planning Approval was received on 30th November 2022.

The structural drawings are nearly complete and have been submitted for independent verification.

A container has been located on site to store items from the existing workshop. The workshop will need to be cleared prior to the building being dismantled.

All the paving bricks have been loaded onto pallets. Still a lot of work to clear the area.

A lot of work has been undertaken in relocating services. Of particular importance has been the rewiring of Fort Knox. Water and compressed air are also being relocated. A temporary switchboard has been erected, taking all of the electrical connections to other facilities out of the existing workshop.

U33.

The hydraulics and other drive chain items are complete. The bogies have been refurbished and will be back under the loco soon. The shell still has to be painted.

Hunslet

Work on the engine and drive chain are complete. Work on the connecting rods and bearings is finished. The locomotive is in working condition, but some issues with the hydraulics need to be sorted out before it can enter regular service.

Trackwork

The turnout off the bridge leading into the 7 ¼ station has been refurbished. Some experimental lengths of fabricated T rail have been installed in the 7 ¼ track.

Disabled Access

This project is on hold until the details of the power supply requirements for the workshop and the signalling for the two tunnels is finalised. A trench will need to be dug and it makes sense to locate the trench where the disabled access crosses the 5" track.

SASMEE BUSINESS

The Missing Presidents of SASMEE! Bryan Homann

As any member who, during a less than exciting meeting, has looked at the Presidential Honour Board would know there is a four-year gap in the early days of the club.
As we don't have minute books relating to that period, I decided to do a little research on the off chance I might be able to find anything. I chose Trove as the potential source. Trove is a magnificent "Treasure Trove" where many of the country's newspapers and magazines have been scanned for free access on the internet.
At the February General Meeting, I announced the finding of one of those presidents via Trove. After that, I was following up information on our founding president My Vic Messer, once again via Trove.
That led to interesting stuff for another article in the future, but also provided more presidential data.

The first blank space was confirmed by;
The Advertiser (Adelaide, SA : 1889 - 1931) Wed 21 Aug 1929 Page 18
MODEL AND EXPERIMENTAL ENGINEERS
"The August meeting of the South Australian Society of Model and Experimental Engineers was held on Monday evening in the Y.M.C.A. Building. Three new members were elected. The President (Mr. W. J. Wolfe) presented to the past President and a co-founder of the society (Mr. V. Messer) an Illuminated address in recognition his work in the interests of the society."

The Advertiser (Adelaide, SA : 1889 - 1931) Thu 23 Jan 1930 Page 11
MODEL ENGINEERS
"The January meeting at the Society of Model and Experimental Engineers was held in the physics lecture theatre, Adelaide University

on Monday evening. Mr. W. J. Wolff presided."

Next came a real surprise:
The Advertiser (Adelaide, SA : 1889 - 1931) Tue 18 Nov 1930 Page 10
"Mr. V. Messer was elected president in succession to Mr. A. White, who has left for England."
From what I can work out, the AGM in those days was held in May.
If this is the case;
Mr Wolff was President from May 1929 to May 1930
Mr White was President from May 1930 to November 1930
Mr Messer was President from November 1930 to May 1930 or May 1931?
The obvious questions are;

- Did Vic Messer then do a half year, or one or two and a half years?
- Did Mr Miller (on the board for 1933-34) do two years? Or is there another hidden candidate or two?

I would like to be able to end this titbit with a "watch this space", but I think I might have exhausted current avenues. But with history, one just never knows – sometimes one bit leads to another and so on. Any further information to assist will be greatly appreciated.

Old Sins Cast Long Shadows!

Bryan Homann

Whilst doing a little bit of history research in the SASMEE minutes of c1966, I was a surprised to see that some things have not changed a lot. There was mention of the need to clear the pond of weeds, and of locomotives being driven too fast of field days. Thankfully the latter is now rare, and the pond seems to be under good control at last.

There was a suggestion that ways be found to ease congestion at the station. I didn't find any written suggestions, but of course we now have two stations and two independent tracks.

A new electrical switch board was underway, a current topic for today as well, with the preparations for the new workshop.

A somewhat perennial suggestion was made for a canteen roster!

It was noted that there had been a mix up in the supply of Model Engineer magazines. Max, you're not alone!
Track Stewards were to be supplied with white coats. Today we have a Safety Officer in a Hi-Viz vest!

New Members were to get a copy of the Rules and a membership list. While not representative of today, there were some notable events mentioned.
One was the lifting of the clubroom wooden floor ready for the concrete version March 8 1966.
Apparently were early discussion about a certification system for boilers – AMBSC in the making.
There was also some concern over unknown locomotive/s excessively oiling the rails. This was obviously a heated issue, as steps were to be taken to identify said locomotive/s and driver/s. They were then "to be eliminated". Presumably a job for the white coated track stewards!

Finally, I came upon my own membership application, which, to my surprise was not actually an application to join, but to transfer from the then Whyalla Society of Model Engineers. Presumably this arrangement didn't need a vote, as there was no record of same. What I do recall from that meeting was being asked what I was building. Indicating a 5-inch loco, I had the impression that going that big was quite something. It was only an 0-6-0 tank loco, which in my younger years, I could actually pick up. How times have changed in regard to loco sizes now that we have behemoths on 7 ¼ inch.

Life Member Mary Homann.

Mary first visited in 1969. In 1976 Mary was asked to organise the catering for 150 people for the 1977 Convention held at SASMEE. After the Constitution was revised in 1978, allowing for the first time, female members, Jean Clark and Mary applied to join. Jean could not attend the meeting at which the memberships were endorsed, so Mary became the first female member in SASMEE in March 1979

SASMEE held Model engineering Exhibitions in 1980 and 1988, at which Mary played a significant role. In more recent times, Mary, along with Bryan shouldered the lions share of writing up the Covid Procedures that kept SASMEE solvent through very difficult times.
Mary is currently the Canteen manager and Treasure. Positions she has held for several years.

Mary was voted in as a Life member at the March General Meeting.

Congratulations Mary!

New Members

SASMEE has had quite a number of members join in the last year or so. They may not be familiar with all members, so if you come across them, please make them welcome.

Here is a list over the last few years:

Philip Edmonds	December 2019
Norman George	July 2020
Stewart Henry	September 2020
Paul Dickinson	October 2020
Michael Parks	February 2021
Hayden Van Der Lee	February 2021
Denis Richardson	February 2021
John Williams	April 2021

James McInnes	April 2021
David Cox	May 2021
Enzo Greco	May 2021
Lucas Groves	June 2021
Mike Turner	June 2021
Marco Arnese	August 2021
Glyn Caon	August 2021
Philip Mere	December 2021
Rachel Brougham	May 2022
John Clayfield	June 2022
Michael Taliangis	August 2022
Matthew Longman	September 2022
Preston Link (Jnr)	October 2022
Mark batten	December 2022
Allan Lewis	December 2022
Tony Schick	December 2022
John Brougham	February 2023
Jake Bott	March 2023
Xavier O'Loughlin (Jnr)	April 2023
John Spry	April 2023
Jackson Hefford (Jnr)	April 2023
Samuel Miller (Jnr)	April 2023
Henry O'Neil (Jnr)	May 2023

David Hinves	May 2023
Alexander Roocroft (Jnr)	May 2023

Document Register

A Document Register has been implemented and uploaded to the Website. The objective is to have all of SASMEE's working documents, from the Constitution down the Expense Claim form readily accessible to all members. It is in the Members' area under – you guessed it – Document Register.

Documents have been categorized into the following:

ADMINISTRATION (ADMIN)

ARCHIVES (ARCH)

ASSESSMENT (ASSESS)

COVID (COVID)

DRAWINGS (DWG)

OPERATIONS (OPS)

SAFETY (SAFE)

SERVICES (SERV)

Each Category has a submenu of:

INFORMATION

WORK INSTRUCTION

FORM

Each document is labelled with the title of the document, category, submenu and number.

For instance, the Constitution is:

ADMIN 100 SASMEE Constitution (date).

The date of the document is included in the file reference and the face sheet to track the latest edition.

The submenu, in the case of the Constitution, INFORMATION is included in the document header.

Please check it out and familiarize yourself with the contents. There is also a search function.

Let me know at sasmee.librarian@outlook.com of any anomalies or if there is something that should be there, but isn't.

Food Safety Course

There is a very good food safety training course online at:

https://dofoodsafely.health.vic.gov.au/index.php/en/

Anyone involved with the Canteen is encouraged to undertake this course. It covers the basics and gives good advice on food handling for public areas.

REMINDERS!!

3 ½" 5" Track

The new track has plastic sleepers and where it is now at ground level, it is not to be driven on with road vehicles.

Working with Children

And for those who still haven't undertaken their "Working with Children" clearances, these are still necessary, so please get on the case.

You will soon receive some explanatory notes on this issue. It is vital SASMEE has up to date information.

Sign In Requirements

It is a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Note that you are now asked to enter the time of arrival and the time of leaving.

So please remember to sign in whenever you are at the park, even if there for only a short time.

ELECTED MEMBERS 2023/2024

2023 Committee Election Form

Committee Positions

At the AGM there will be a spill and elections for all positions. If you wish to nominate, please have nomination forms in to the Secretary as soon as possible. Nominations should be in before close of business on the 7th July for an AGM on the 8th August.

Last year the AGM was held at The Maid of Auckland – something different. The club is looking at doing the same this year.

And don't forget, you need to be a financial member to be eligible to vote.

Either email sasmee.librarian@outlook.com or post to:

Secretary,

South Australian Society of Model and Experimental Engineers,

PO box 208, Goodwood. SA. 5034.

A nomination form is included below.

Nominations for the **SASMEE** Executive and Committee

2023/2024

Please circle the position nominated for: -

(1) ---President

(1) ---Vice President

(1) ---Secretary

(1) ---Treasurer

(1) ---Assistant Treasurer

(1) ---Safety Coordinator

(4) --- Committee Person

I wish to nominate the following person for the position circled: -

Nominee (print name) ……

Accepted by nominee (sign).....

Proposed by.....

Seconded by.....

Date.....

Nominations are to be lodged with the Secretary by CoB 7th July 2023

PO Box 208, GOODWOOD SA 5034 OR sasmee.librarian@outlook.com